

**Assembly Bill No. 1158**

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Passed the Assembly August 31, 2009

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*Chief Clerk of the Assembly*

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Passed the Senate August 27, 2009

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*Secretary of the Senate*

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This bill was received by the Governor this \_\_\_\_\_ day  
of \_\_\_\_\_, 2009, at \_\_\_\_\_ o'clock \_\_\_\_M.

\_\_\_\_\_  
*Private Secretary of the Governor*

## CHAPTER \_\_\_\_\_

An act to amend Section 65460.2 of the Government Code, relating to transit facilities.

## LEGISLATIVE COUNSEL'S DIGEST

AB 1158, Hayashi. Transit village plan.

Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics.

This bill would add the characteristic of other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address.

This bill would incorporate additional changes in Section 65460.2 of the Government Code proposed by AB 338, that would become operative only if AB 338 and this bill are both chaptered and become effective on or before January 1, 2010, and this bill is chaptered last.

*The people of the State of California do enact as follows:*

SECTION 1. Section 65460.2 of the Government Code is amended to read:

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not more than a quarter mile of the exterior boundary of the parcel on which the transit station is located.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

(e) A transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following:

- (1) Relief of traffic congestion.
  - (2) Improved air quality.
  - (3) Increased transit revenue yields.
  - (4) Increased stock of affordable housing.
  - (5) Redevelopment of depressed and marginal inner-city neighborhoods.
  - (6) Live-travel options for transit-needy groups.
  - (7) Promotion of infill development and preservation of natural resources.
  - (8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations.
  - (9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.
  - (10) Promotion of job opportunities.
  - (11) Improved cost-effectiveness through the use of the existing infrastructure.
  - (12) Increased sales and property tax revenue.
  - (13) Reduction in energy consumption.
- (g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.
- (h) Other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities.
- (i) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of former Section 14045, as enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

SEC. 2. Section 65460.2 of the Government Code is amended to read:

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not more than a one-half mile of the main entrance of the transit station.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

(e) A transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following:

(1) Relief of traffic congestion.

(2) Improved air quality.

(3) Increased transit revenue yields.

(4) Increased stock of affordable housing.

(5) Redevelopment of depressed and marginal inner-city neighborhoods.

(6) Live-travel options for transit-needy groups.

(7) Promotion of infill development and preservation of natural resources.

(8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations.

(9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.

(10) Promotion of job opportunities.

(11) Improved cost-effectiveness through the use of the existing infrastructure.

(12) Increased sales and property tax revenue.

(13) Reduction in energy consumption.

(g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.

(h) Other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities.

(i) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of former Section 14045, as enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

SEC. 3. Section 2 of this bill incorporates amendments to Section 65460.2 of the Government Code proposed by both this bill and AB 338. It shall only become operative if (1) both bills are enacted and become effective on or before January 1, 2010, (2) each bill amends Section 65460.2 of the Government Code, and (3) this bill is enacted after AB 338, in which case Section 1 of this bill shall not become operative.





Approved \_\_\_\_\_, 2009

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*Governor*